

# **Comparative study of Traffic Management using Traffic Signal Automations at Signalized Intersections on Congested Highway**

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## ***Abstract:***

Traffic clogging is a noteworthy issue in urban areas of all sizes. Individuals are taking more excursions, and there are more vehicles out and about. The road framework is regularly exhausted, making activity impede. In many countries nonlane based activity wins; subsequently, planning control frameworks for such circumstances is a testing assignment. Traffic Signal Light (TSL) can be improved by utilizing vehicle stream insights got by the signalized framework (ARSS). This examination proposes a proficient traffic control framework by distinguishing and counting the vehicle numbers at different circumstances and areas. At present, one of the office issues in the fundamental urban communities in numerous nations is the congested driving condition amid office hour and office break hour. At times it can be seen that the activity flag green light is still ON despite the fact that there is no vehicle on street. Thus, it is additionally watched that long lines of vehicles are holding up despite the fact that the street is vacant because of wasteful activity control framework. This is because of TSL determination

without appropriate examination of vehicle stream. This can be dealt with by changing TSL timing proposed by the created ARSS. A number of experimental results of vehicle flows are discussed in this research in order to test the feasibility of the developed system.

## **I. Introduction**

Driving is a standout amongst the most mainstream day-by-day exercises that individuals perform. Traffic is one of the urban wonders that have been pulling in generous enthusiasm for various established researchers for a long time. Traffic blockage has turned into a difficult issue that a large portion of enormous urban areas on the planet needs to confront. It has been perceived that presenting propelled control techniques from framework hypothesis into urban activity, which is desirable over the expansion of the foundation in the city, is the useful and productive approach to improve the effectiveness of urban traffic running. For sure, traffic blockages can have serious adverse impacts on individual's wellbeing, day by day exercises and personal satisfaction, coming about into efficient,

natural and wellbeing trouble for the two governments and associations.

The traffic administration structure will secure urban transportation frameworks in congested zones from conceivable digital episodes while making the potential for significant upgrades to traffic efficiency and well being in metropolitan territories. Activity observing has turned into a hot multi-disciplinary research point that plans to limit traffic's negative impacts by creating canny systems for precise traffic states estimation, control and expectation.

At present, one of the most concerning issues in the fundamental urban areas in numerous nations are the congested driving conditions amid office hour and office break hour. Now and then it can be seen that the traffic flag green light is still ON despite the fact that there is no vehicle on street. The traffic administration structure will secure urban transportation frameworks in congested zones from conceivable digital episodes while making the potential for significant upgrades to traffic efficiency and wellbeing in metropolitan zones. Vehicular traffic conditions have been classified into three classifications in light of physical attributes, for example, speed, between vehicular separations, neighbourhood solidness, traffic volume, and so forth. Genuine traffic information is considered to break down on-street traffic situations in light of the estimation of physical parameters and climate conditions.

One of the fundamental parts of brilliant urban areas is a decent control of the movement stream inside the city. Roads turned parking lots or moderate movement are contamination and financial issues as well as incite dissatisfaction in drivers and additionally people on foot. The utilization of brilliant movement light and signals is a standout amongst the most critical systems that keen urban areas use to manage these

issues. Organize based canny activity flag control frameworks have been proposed to diminish blockage in street systems

Blended movement stream is common for urban activity in some creating nations, for example, China, India, Bangladesh, and Indonesia (Khan and Maini 1999). Especially because of obstruction between various sorts of activity members (e.g., autos, bikes, and people on foot), movement clog for the most part happens at such movement bottlenecks as crosswalks and convergences. Subsequently, the proficiency of the street is lessened, and the likelihood of car crashes increments. Moreover, blended movement stream is inhomogeneous, dissimilar to vehicle stream, and in this manner the qualities are different. Many investigations have been led on the displaying of blended activity for different movement situations, for example, street, communication, and crosswalk. Decent variety in the conduct of drivers and vehicle attributes has dependably been a theme of enthusiasm for activity examiners. Traffic in numerous nations shows a confused scene due to heterogeneity in driver and vehicular conduct.

Crossing points are intersections of at least two activity streams. They have a high significance due to the rate of mischance event. Along these lines, the streaming example of activity through them ought to be appropriately sorted out to guarantee a protected drive for street clients. The association of the activity streams can be made utilizing signalization.

## II. Literature Review

In paper [1] authors found that vehicular activity situations and area driven information scattering have been basically surveyed for recognizing future outline

issues in area driven information dispersal in VANETs. Genuine activity information is used for breaking down the effect of physical parameters and climate conditions on traffic situations.

Traffic condition investigation helps in consolidating the conduct of physical parameters and climate conditions into information scattering outline. The characterized investigation of area driven information scattering procedures helps with recognizing proper methods for particular ITS applications and reasonable traffic environments and also gives clear knowledge to specialists in comprehension and separating different geo caste directing conventions.

In the paper[2] researchers had developed Autonomous Video Surveillance System for the purpose of object detection and tracking was successfully tested in the real environment. Inspiring result was found in the field of security application. Effective performance evaluation is deemed important towards achieving successful Autonomous Video Surveillance Systems with higher accuracy and less false detection. From the point of practical implementation, several experiments have been conducted in order to verify the performance of the system and the results showed that the developed system is more efficient than the existing traditional surveillance system because it can detect the object, capable to track the motion path, able to classify types of vehicle, saves only moving objects data, has capability to store images and finally can search and play back the detected object from the storage. It comprises of wide features which help us to track the moving object in a flexible way.

In paper [3] authors proposed a novel algorithm for traffic state data estimation from GPS data and using fuzzy switching linear models. The utilization of fluffy

switches permits the portrayal of halfway traffic states, which gives more precise estimation of activity information contrasted with the traditional hard exchanging models, and therefore gives the capacity to propose better proactive and in-time choices. The proposed calculation is unsupervised and performs in sensible time, which inspires its convenience in. The calculation has been tried on open activity datasets gathered in England, 2014. The consequences of the trials are promising, with a most extreme supreme relative mistake of around 9%. Be that as it may, more analyses are required to assess the execution of the calculation with versatile tests, either utilizing end-clients' cell phones or GPS-prepared vehicles.

In paper [4] author designed ATISMART model for a general use in any city. It is adaptable and simple device to mimic movement stream in a city utilizing shrewd signs. Re-enactments created utilizing ATISMART uncover that both, changing the red/green time of activity lights and switching the feeling of boulevards under various traffic conditions, can prompt a superior traffic stream. Programming with a CAS enables one to manage correct and representative calculation. In this way, numerical approximations should be possible, as well as correct strategies. The utilization of GUIs enables the client to communicate powerfully with the framework. The client can both, outwardly check what is happening in the re-enactment and promptly act keeping in mind the end goal to change a few conditions and see the outcomes. A few thoughts for related future work are: Adapt the ATISMART demonstrate for other quickened time re-enactments, for example, the plan or the change of a city transport organize that utilizations savvy signals. Present fluffy perspectives when doling out the way utilizing Dijkstra's calculation so as

to demonstrate circumstances in which the driver does not pick the ideal course. Present conceivable changes in the decision of a leave choice by a portion of the drivers.

In paper[5] authors made the 'CORSIM' recreation demonstrate including two essential departure courses, Total number of vehicles emptied in a given day and age, Network leeway time is resolved.

In paper [10] they proposed a half breed stochastic CA-DVO signalized crossing point structure by joining the demonstrating and computational straightforwardness of CA and holding the mind boggling driver, vehicle, and activity data in the driver-vehicle-protest portrayal. The outcomes demonstrates that the model could anticipate postpones sensibly well, showing the viability of the displaying approach. The model could evaluate the impact of structure of movement on the halted delay and the velocities downstream. So also, the impact of the horizontal development decide demonstrates that there is an advantage of sidelong developments when the extent of non-car activity is generally low.

In paper [6] under light traffic load, the value of the local data arrangement technique isn't huge or even marginally more terrible than the global data arrangement under a few cases as far as framework travel time decrease. This outcome bodes well since the global data will help clients to locate the best ways general system without causing traffic clog under inadequate traffic condition.

Under medium to substantial traffic load conditions, the local data arrangement technique fundamentally enhances framework execution. On the normal, it decreases 10-25% of the framework time as the global data arrangement is actualized in the investigations. Indeed, even in the most

pessimistic scenarios under various traffic loads, the proposed local data arrangement procedure demonstrates its points of interest to the global data arrangement as far as framework travel time decrease. Consequently, the investigation comes about show the potential estimation of the local data arrangement procedure to help blockages under a substantial traffic load.

The advantage of the local data arrangement methodology additionally exhibits the hugeness as the brilliant vehicle entrance is generally high. In the event that more vehicles/clients can have the entrance to the constant traffic data arrangement administration and believe it, the impact of this methodology would be more positive. Hence, before the utilization of this procedure, it might be smarter to examine the segment of clients and their trustiness in the data benefit.

In paper [8] the results shows that when vehicle volume is low, there is no significant difference among three signal schemes in terms of total delay and number of stopped vehicles. However, when the vehicle volume is high (greater than 500 vphpl), the operational performance of crossing guard control is better than that of pedestrian actuated control. Furthermore, the coordinated crossing guard control was dominated the stand-alone crossing guard control for all traffic volumes. It implies that isolated signal control in urban area would deter the traffic condition especially on a major corridor.

In paper [9] the traffic simulation models have been introduce. The traffic simulation framework presented in their work provides good degree of flexibility and scalability, so that traffic behaviour and characteristics has been modified as desired. Hence, quantitative approaches for traffic models validation, using statistical formulas for example, are not applicable in this case. A

qualitative approach using graphical displays and animations has been adopted to validate the developed traffic simulation framework.

In this paper [7] A satellite picture of the crossing point is foreign made into VISSIM and is utilized to develop the crossing point geometry. Giving the convergence geometry, portrayal of paths having nonstandard widths ends up noticeably fundamental in re-enacting the chose urban crossing points. Utilizing the proposed traffic portrayal and tuning the adjustment parameters, VISSIM can display signalized crossing points having heterogeneous traffic sensibly well. Specifically, entire vehicle moving exists due to nonlane-based development, precious stone formed lining because of nonstandard street widths, displaying nonconventional vehicle composes, and so on. The time and exertion required to precisely tune the vast number of re-enactment parameters are diminished by the proposed heuristics and the GA based advancement. Along these lines, the proposed technique will be valuable in adjusting re-enactment apparatuses, for example, VISSIM, which is basically produced for homogeneous traffic conditions, for heterogeneous traffic. Regardless of sensibly great comes about, there are a couple of issues that may ruin the utilization of models for more extensive use in heterogeneous traffic. These incorporate the practices for example, stacking of vehicles at convergences, static and dynamic portrayals of nonconventional vehicle composes, and so forth, displaying the vehicle write subject to auto following conduct. Consequently, reproduction models should be produced or should be changed to precisely speak to the extraordinary attributes of heterogeneous traffic and driving behaviour.

### III. Parameters Affecting

The traffic initialisation function represents the interface between users and the traffic simulation framework. Framework users can set some parameters, like, e.g., drivers' sight distance, traffic density level, etc., at the beginning of the simulation session as well as during simulation runtime. Instead of simulating an entire geographical area, models and approaches have been developed to generate traffic vehicles only in the closest neighbourhood of a simulator vehicle. The main task of this function is to continuously monitor which traffic vehicles reside in which moving window(s).

Flags with different values are raised for different situations. The driver model controls the behaviour of traffic vehicles according to perceived traffic situations. There are several behavioural models for traffic simulation, like, e.g., car following, speed adaptation, lane changing, overtaking, passing, and oncoming avoidance[10].

The implemented object detection algorithm in ARSS discussed in this section. The algorithm of ARSS can be described using the key components namely, reference image, background image, grey scale image, mean filter, image sharpening, background subtraction, motion threshold, opening and blob segmentation.

Appropriately a system is proposed which incorporates portrayal of heterogeneous traffic, recognizable proof of delicate parameters, setting their extents heuristically, and deciding the parameter esteems by an improvement display. The technique is connected with regards to signalized convergences and halted delay is considered as the execution measure for alignment and approval. Portrayal of heterogeneous traffic is planned to address

the different blend of vehicles and geometrical issues, for example, non uniform street width. Distinguishing proof of touchy parameters and setting ranges are heuristic systems proposed to lessen the computational exertion in finding the best settings. These settings are dictated by an improvement demonstrate which limits the recreation blunder[7].

From the above discussion it can be seen that this system has several advantages overall as it integrates many important features of surveillance applications such as: Real-time object detection Real-time object classification Real-time object tracking ARSS core mode to analyse the data in details Event based video search in ARSS Frequency of Crossing Violations during Red Light for Pedestrians The crossing violations of riskers not only induce traffic congestions, but also bring pitfalls for the occurrence of traffic accidents. As a consequence, the frequency of crossing violations during a signal cycle is investigated in this subsection, which is considered to be helpful to traffic management and control.

Three basic types of traffic-actuated controllers:

- i. Semi-actuated controllers
- ii. Fully actuated controllers
- iii. Volume-density controllers.

Traffic impelled controllers contrast from pre-timed controllers in that their flag signs are not of settled length, yet rather change in light of varieties in the level and speed of activity Traffic-incited controllers are regularly utilized where traffic volumes vacillate sporadically or where it is attractive to limit intrusions to activity stream in the city conveying the more prominent volume of activity

- i. *Semi-actuated controllers:*  
Semi-actuated controllers dole

out a consistent green sign to the real road aside from when a finder flags that a vehicle on the minor road is holding up to enter the convergence. Traffic identifiers are along these lines just required on the minor road approaches.

- ii. *Fully actuated controllers:*  
Fully actuated controllers require locators on all paths moving toward a convergence. They are most helpful when vehicle volumes differ through the span of the day, rolling out continuous planning improvements vital. Completely impelled controllers are frequently favoured as a result of their responsiveness to genuine traffic conditions.
- iii. *Volume-density controllers:*  
Volume-density controllers are a further developed kind of completely incited controllers. They record and hold real activity data, for example, volumes. Utilizing the recorded data, they can ascertain and recalculate as essential the term of the base green time in light of real traffic request.

## IV. Methodology

The vast majority of the tried frameworks tally every vehicle going over the identification zone (vehicle by vehicle mode) and give the outcomes essentially including the single measured units in the examining time frame. Because of the huge measure of movement (around 30.000 veh/day) out and about extend chose for the overview, numerous information including distinctive activity and natural situations were gathered. Information gathering

depends on side from which the vehicles are moving for instance vehicles development from left to appropriate, from ideal to left, etc. The activity check is then being ascertained and after that aggregate number of PCU every hour, relative flow and aggregate rates are figured. Here we have figured diverse sorts of vehicle running from one area to another. The check of bike, three wheeler, four wheeler and overwhelming stacked vehicles are recorded. These information is gathered from various square and on various time.

	Total in PCU/Hr	Relative flow	%
Left	319.75	0.114595	11.45 955
Right	406.5	0.145686	14.56 85
Straight	2064	0.739719	73.97 187

Fig 1: Data Calculation

## V. Conclusions

In this survey we have examined distinctive sort of writing in light of activity administration utilizing traffic signals computerizations at signalized convergences on congested parkway. Additionally we have locate the diverse system to deal with the traffic mobbing which have given mind astonishing out comes. These frameworks incorporate new advancements, for example, computerized journey control (ACC), path keeping frameworks, question acknowledgment frameworks, and against exhaustion driver alert frameworks, and also upgrades to

settled frameworks, for example, non-freezing stopping mechanism.

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